

Termination

MISSISSIPPI CENTRAL AND TENNESSEE  
RAILROAD  
OPEN from Junction with Memphis and Charleston  
Railroad to Memphis 16 miles

seven miles South of Jackson, Tenn.  
 PASSENGER AND MAIL TRAIN leaves Grand Junction daily at 10 A. M., or on arrival of morning mail train from Memphis, connects at Madison with Wythe's line of Coaches for Nashville and Jackson, and East Tennessee, and by way of Lexington, Clifton, Waynesboro, Mount Pleasant, and from Prince Hill via the Tennessee and Alabama Railroad.  
 Returning, leaves Madison at 1:30 P. M., connecting at Grand Junction with evening mail train into Memphis, arrive at 7:45  
 ap15  
 R. P. NERLY, Sup't.  
**MISSISSIPPI AND TENNESSEE**

**RAILROAD.**  
Now Open to Sardis.  
Two Daily Trains each Way,  
(SUNDAYS EXCEPTED.)  
FROM and after WEDNESDAY, March 25, 1907, the  
MAIL TRAIN leaves Memphis daily, (Sundays ex-  
cepted) at 7:15 A. M., arriving at Sardis at 10:00 A. M.  
Returning, leaves Sardis at 10:20 A. M., and arrives at  
Memphis at 1:25 P. M.  
This Train connects at Sardis with Messrs. J. P. McAl-  
cander & Co.'s Daily Line of first class Post Coaches for  
Paducah, Grenada, Canton, Jackson and Vicksburg.  
THE ACCOMMODATION

**RECEIVED**  
 Arrives at 5:30 A. M., arriving at 10:30 A. M.  
 Returning, leaves Memphis at 2:30 P. M., and arrives  
 at 7:30 P. M.

**Passenger** is requested to purchase tickets before  
 entering the cars, and have payment of fares made.

**Baggage** checked to all stations on the Railroad, and no  
 baggage will be received without being checked. Each  
 passenger is allowed to take 15 pounds of baggage free of  
 charge, and 60 pounds by stage. Excess baggage will be car-  
 ried as baggage that is not incident to the person of the  
 passenger.

In case of loss, the Company will hold themselves  
 responsible for an amount not exceeding \$50.

**Trunks**—Persons, when travelling alone, must have a permit  
 to take a trunk, in which they are to go, and specify  
 that they are to go.

E. M. PATRICK,  
 Superintendent.  
 Paper and Enquirer, Morning Express, Mercantile  
 papers, Granada papers, and the Mississippi, at Jack-  
 son, copy, and discount on former advertisements.

**GREAT ROUTE**  
 TO THE  
 EAST AND NORTH  
 MEMPHIS AND CHARLES

**RAIDERS**  
Master, J. Richardson, Clerk, will leave Memphis for the above and intermediate on each SATURDAY and WEDNESDAY, at 2 P. M.; and returning, will leave Napoleon each SAT and THURSDAY afternoon.  
Fright or passage apply on board, or to  
-204- **DAVID, HODGE & WILLIAMS.**  
Memphis, White River and Napoleon  
**U. S. MAIL PACKET,**  
11. Friar's Point, Laconia & Concordia.

**TEAMER KATE** ~~ARRIVES~~  
 N. Y. SHIPLEY, Master—WM. T. WOOD, Clerk.  
 This new, splendid and fast steamer,  
 having been purchased for the Packet  
 Trade in place of the James Laughlin, will  
 continue regularly in the trade, leaving  
 on SUNDAY and WEDNESDAY, at 8 P. M.,  
 punctually, connecting at Napoleon with White and  
 near river boats, taking freight and passengers to  
 the river at regular rates. Returning, leaves Napa  
 every THURSDAY and SATURDAY, arriving at Mem-  
 phis on Sunday and Wednesday evenings.  
 For former patronage, the owners hope to  
 be a confirmation of the value to their new boat, pro-

LAVALLETTE & MORRIS, Agents,  
TICE TO SHIPPERS—"The 'Frisbee' will receive  
at until one o'clock on Mondays, and during the en-  
day Thursdays, and until one o'clock Fridays.  
16  
LAVALLETTE, late of firm of Lavallette & Morris.  
SHIRLEY, late of the Kate Frisbee.  
DAVIDSON, late of Paducah, Kentucky.  
LAVALLETTE, SHIRLEY & CO.,  
STEAMBOAT AND RAILROAD  
AGENTS  
AND GENERAL

**Office & Forwarding Merchants,**  
Office No. 51 Front Row and Court street.  
Warehouse on Water street, Wall's Block.

F. MORRIS, Esq., having retired from the "Pioneer Firm" in the Strambac. Agency business of Yaffee & Morris, the undersigned have associated with them the services of F. Morris, Esq., as the new firm of Yaffee & Morris, Esq. & Forwarding Agents and general Commission and Forwarding Agents, and would request, especially ask the patronage of the friends of the old firm, as well as those lately associated with it.

Friend Morris leaves us to locate at Brandwine, where our steamboat friends in want of word, will find him.

will be seen from the above "card" that the undersigned withdraws from the old firm of Lavallette & Co. and is grateful for the kind patronage from the generous and loyal business of our port and river, and to our citizens, have always extended their influence and favors, and with regret, yet solicit a continuance of the general trade between businessmen and shippers to our successors, M<sup>rs</sup>. Lavallette, Shirley & Co. The former has been

ners. Shiry and Davidson, late of the steamer Kate, are, no doubt, commendable, since to every business man it is a pleasure to be able to do as much good as he can. But the railroads are not to be blamed for the failure of the steamship line. The railroads are the only thoroughfare between the West and the East, and the only way any wealthy or poor man can get to the West. The railroads are the only way any man can get to the West. The railroads are the only way any man can get to the West.

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Passengers from Memphis going East through St. Louis, can buy through Tickets by the Baltimore and Ohio Railroad. This route lays through Vincennes, Terra Haute, Indianapolis, etc., to Wheeling, over the new Ohio and Pennsylvania Railroads. These connections are all direct, and the time from St. Louis to Baltimore by this route is but about 43 hours. Through Tickets by this route may be had of the Agent, under Franchiser's House, at the following rates: From St. Louis to Baltimore \$25 to Washington \$26.

At Wheeling the passenger takes the superior cars of the Baltimore and Potomac Railroad, which leave three times daily for Baltimore, Washington, Philadelphia and New York. Through in 16 or 17 hours, involving no stoppage. For safety, speed, regularity, beauty of the country, and general comfort, this road is second to none in the world.

**FRIGHERS**.—This company possesses the largest fleet of steamships in the United States, and is prepared to do an immense business in transportation. It has a direct line of communication, and he can make immediate connection at the following ports: Baltimore with the Railroad to Philadelphia and New York; Baltimore with the RAILROAD and STEAMSHIP Lines to Charleston, BRISTOL and BALTIMORE; Baltimore with the RAILROAD and STEAMSHIP Lines to New York, and by new Merchants' and Miners' Lines to Baltimore, New York, Philadelphia, and New Orleans; Baltimore to Norfolk, Charleston, Savannah, &c. For the names of the ships, and the times of which may be had at the Forwarding Houses in the Water Street, R. R. Fork, and the Forwarding Agent at Wheeling.

WM. S. WOODSIDE,  
Master of Transportation, Baltimore.  
A. T. L. YACHTS, NEW YORK.  
Agent, 31 Front Row, New York.

Jan 26-1y

**FARE REDUCED!**  
From Memphis to Jackson, \$3 50.  
From Memphis to Nashville, \$10 50.  
Via Jackson, Waynesboro' and  
Columbia.  
CONNECTING near Brownsville with the Memphis  
and Ohio Railroad and at Thompson with the Tren-  
sch and Alabama Railroad. This is the cheapest route  
to Middle Tennessee, and travelers are assured that no  
pains or expense will be spared to render them comfortable.  
The coaches, horses and drivers are expert.  
Our line connects at Jackson with J. W. NICKOLD &

July 15  
 's line of four horse post coaches to Nashville.  
 NORWOOD & FORTUNE.

**TRAVELING PUBLIC**  
**LOOK TO YOUR INTEREST.**

**THROUGH TICKETS TO GRENADA.**  
**Fare Reduced to \$6 50.**  
 —VIA THE—  
**Memphis and Charleston and**

**Mississippi Central Railroads.**  
CONNECTING two miles south of Holly Springs, having only sixty-six miles of Staging—the cheapest, pleasant, and quickest route by from four to two hours. On this route the staging is but one mile farther than the route to the north, and the distance is but thirty-two miles shorter and fifteen less than the route to the south. The distance over the Panama route is sixty-six miles staging.

As the Mississippi Central Railroad was extended to the Tallahassee river, still shortening the staging seven miles less. Travelers will look to their comfort and pocket. A word to the wise is sufficient.

Agents, at the Railroad, Stage and Omnibus, The T. O. C.

Wm. Commercial Hotel. Feb 24-41